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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 18 April 1958

SUBJECT East German Atomic Power Plant I at
Neuglobsow; Transportation Facilities

NO. OF PAGES 1

(construction of an embankment; condition of roads)

PLACE
ACQUIRED

NO. OF ENCLS.

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DATE OF
INFO.

REFERENCE:

SUPPLEMENT TO

REPORT NO.

25X1

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BECAUSE OF IMPORTANCE OF HEADQUARTERS

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1. The railroad embankment for the siding track between Rheinsberg and the atomic power plant was constructed as far as the line between Beerenbusch and the former Lake Walwitz. It was assumed that the construction had been continued in the direction to Rheinsberg via the terrain between Bartels-Pfuhl and Krumme See (Bent Lake) and via Paulshorst.
2. In early September 1957, the road branching off from the Rheinsberg - Menz road, north east of Zeuten See (Lake Zeuten) to Neuglobsow, could still be used. The so-called Staasen road, leading south of the Stechlin See to Menz and crossing the Neuglobsow road, was blocked between the point of intersection and Menz, owing to repair work. The levelling of a larger terrain was under way north of the road crossing.
3. North west of the crossing of the road to Neuglobsow and the Staasen road, a levelled area was observed with about four to five newly built accommodation sheds.

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COUNTRY

East Germany

REPORT

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SUBJECT

VEB Atomic Power Plant I at
Neuglobsow

DATE OF REPORT 25 March 1958

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DATE OF

LAST REPORT ON SUBJECT
(If applicable)

EVALUATION

APPRAISAL

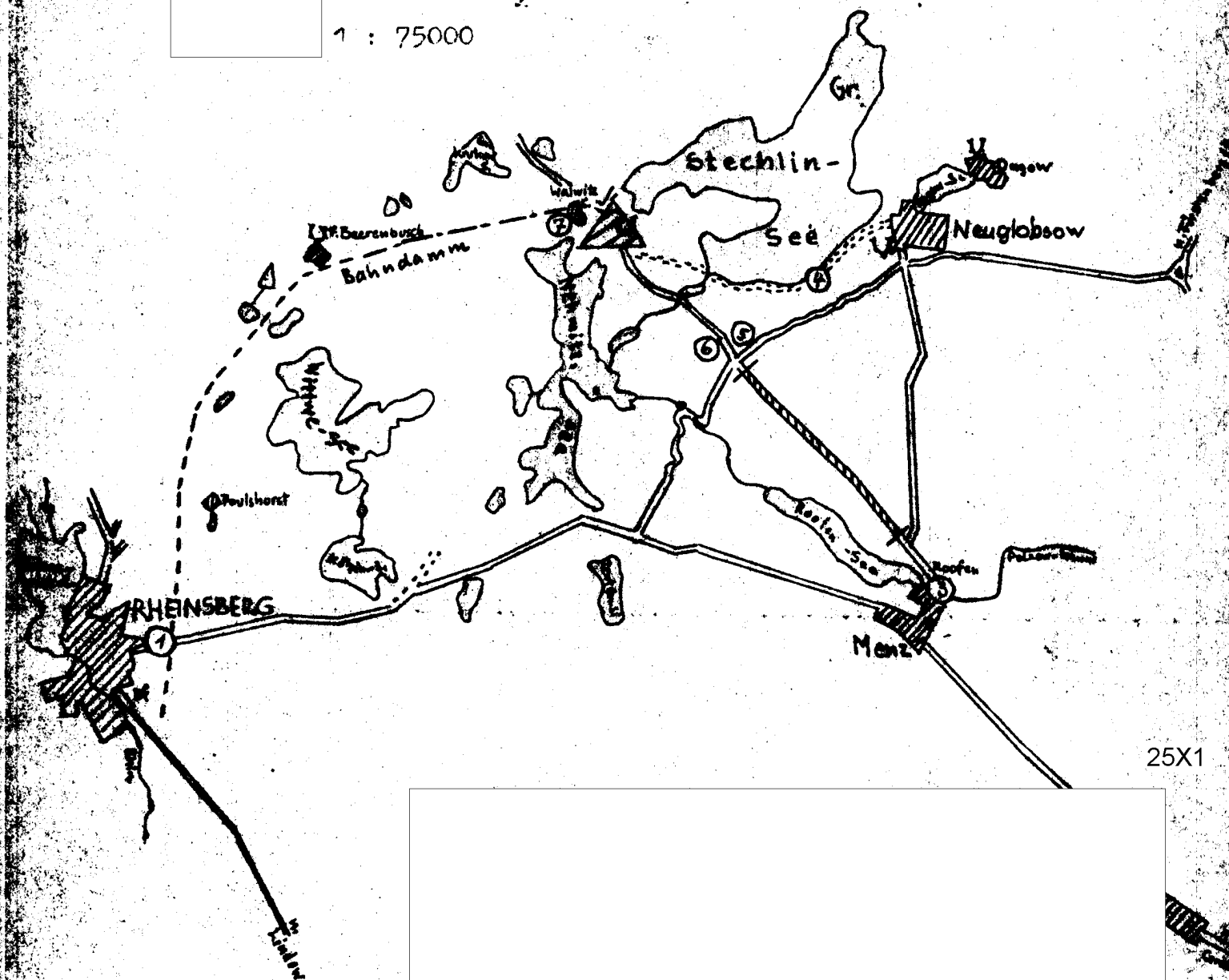
1. According to observations made in October 1957, it became quite obvious that the atomic power plant was to be constructed on the terrain between the lakes Stechlin and Nehmitz, close to the old forester's house Stechlin. Lake Walwitz, north east of Lake Nehmitz, had been filled up.
2. The railroad embankment for the siding track between Rheinsberg and the atomic power plant was constructed as far as the line between Beerenbusch and the former Lake Walwitz. It was assumed that the construction had been continued in the direction to Rheinsberg via the terrain between Bartels-Pfuhl and Krumme See (Bent Lake) and via Paulahorst.
3. In early September 1957, the road branching off from the Rheinsberg - Menz road, north east of Zeuten See (Lake Zeuten) to Neuglobsow, could still be used. The so-called Staasen road, leading south of the Stechlin See to Menz and crossing the Neuglobsow road, was blocked between the point of intersection and Menz, owing to repair work. The levelling of a larger terrain was under way north of the road crossing.
4. North west of the crossing of the road to Neuglobsow and the Staasen road, a levelled area was observed with about four to five newly built accommodation sheds.
5. For location of roads and railroad line, see attached sketch.

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Annex

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